SHOCKING ORUELTY.

Rorrible Treatment of Stowaways-Shameful Practices Aboard an English

From the Scottmen Last April, five Greenock lads, poor and young-foolish, fanciful lads, suchas we find strolling and loading about every seapost town -made up cheir minds they would like to see foreign parts. They did not know where they waned to go, but they wished something of the nature of "a p'essant sail!" andas the Arran, on the eve of starting for Quebec, seemed a good ship, and took their boyish fancies, they agreed that the "pleasure sail" should be to Newfoundland. So they smuggied themselves enugly ou board, not think leg of le d, and quite as little of clothes, and kept out of light until land was far behind; and only when the tog had long east lone the out-ward bound arran, and when the Channel was about to be quitted for the Adantic, was i discovered that she had on board that plague o skippers stowayays. Fancy the insignation of Captain West and his mate, Kerc, They might perdonably have used strong language, and wished the five lade anywhere but where they were. But the captain being, as everybody says, a very kind man, and the mate being no doubt also a very kind man, did not too the boys overboard; and perhaps they were other-wise sufficiently punished, for the swell of the Atlantic made them for three or four days sca-sick, and one poor youngster of eleven—"a nice wee bit of a fellow," "but not strong," according to his mother's description—was spit-ting blood. This kind captain and mate did not starve the boys—they got food, though it was scanty and far from good. One of the half-maked lads even got can-vas to make a pair of trousers—though the canvas was afterwards taken back. Stowaways are upt to be uncleanly; and Bryson, one of the batch, compelled to lie on the coals, or on the equally dirty cakum, and not allowed a change of clothes, was guilty of the unpardonable sin of being dirty. Accordingly the kind mate de-cided to clean him, and ordering Bryson to cast off jacket, waistcoat, and snirt, and everything but his semmet, the mate lushed him with the lead line because he who had to live in fith and rags happened to be dirty. The kind cantain must have his turn, and when Bryson ran away screaming from the torture he is ordered to be down on the deck; and there, in complete nakedness, and in arctic atmosphere -for the ice-flors are not an hour's sail from the ship - over the prostrate lad "Big Bob Hunter" throws, by the orders of the "good king" captain, buckets of freezing water, and the lad is then "scrubbed" with a "kyar" broom, the "good kind" captain assisting. To complete the operation, Bryson, still naked and wet, is ordered to remain an hour at the foreeastle head. Hungry stowaways are apt to stent; and Bryson, desperate and hungry, pened to make free with certain currents in the captain's caoin. Of course, this is unpardonable; so by the orders of the "good kind" captain, Ery-on is stripped maked, and, with his hands tied behind his back, ie is flogged until his skin is like "artau-red and white," to use an onlooker's expression. Early in May the Arrau became embedd d in the ice-fields which at that season skirt the coast of New-foundland, and naturally the company of the dowsways does not become more agreeable. How far the vessel was from shore at the time we speak of is not quite certain. The captain alleges that the distance was about four miles, and if that be the correct account it seems that the climate or atmosphere is of such an extra-ordinary character that objects so near as four miles or even nearer vanish amazingly out of sight; for the land, if d stuguisable at all, was not clearly sp, not with standing that the sun was shining, and that there was nothing to intercept the view. But the sailors' estimates of the distances are different, and do not require us to suppose extraordinary atmospheric effects. One or says the hand was "a far way off;" another says it was from seven to eight miles distant; a third says from ten to direcen; a fourth, twelve to fourteen: white a fith, who had been in Arctic regions, and who accordingly may be supposed to be qualified to measure distances on ice, says, "As near as I can judge, I should say the land was about twenty miles from the ship," and he corroborates this estimate by remarking that not even atth a glass could be see houses, though there really were houses on the shore; but whatever the distance, there can be but one opinion as to the dangerous and treacherous state of the ice, and this was perfeetly well known to every one on board. Round the ship the ice was broken; holes were abundant; one of the crew had found a walk of a quarter of an hour "pretty hard;" and between the ship and the land visible from the Arran, and barring all passage, except by a long cir-cult, lay a wide lane of water. "From where I stood sloft," said one of the witnesses, "I could see a line of water about three miles long, and a strong current was flowing," In this position lay the Arran carly in May, when one night the two oldest of the two istowaways agreed to venture to make their way to land, thinking that it was as well to perish on the ice as to die of starvation or ill-treatment on chipboard. Next morning Riley and Erysen were ready to start, and indeed they were told they must start. But the younger and more timid were reluctant, Paul, a child of cleven, entreats with tears in his eyes to be allowed to remain. No; he must go too. The "good kind" captain and mate will have it so. McEwer, young and sickly, and McGinn s, a hair clad stripling of twelve, are also ordered to depart, and, weeping, and perhaps with a terrible presentiment at heart of their fate, they quit the inbospitable ship. Between 8 and 9 o'clock in the May morning the lit le band began their terrible journey, and in what condition? The boys do not appear to have had any particular meal the day before, and on the moraing of starting they were reguled with some made of fish heads and perhaps with a little codes; and altogether the breakfast was such that Boyson says he was very hungry after it. Do not suppose from the fact that the boys got have feed, and that only six biscuits were forced to them, there was a scarcity of provisions on board, for the Arran was provisioned for three or four months, and part of her cargo was meal, and the boys got no more than six biscalls simply because "good ind" captain did not choose to give them more. And the boys' dress. Neither Paul nor McGinnes had shoes or stockings, still the latter's clothea were ranged and lars. Thus they started on that May morning, with terrible misgivings on their own part and the part of the crew; and the heart sickens, or the blood boils with indignation, and every teeting within one's breast calls aloud for purishment, when we think of what that little band suffered before the long May day e osed on them, thinned in numbers, weary with their painful toil, half dead with from t and bleeding. Those who had shoes ira-dled presty early for a time, but the two shockes last, age! eleven and twelve-what they suffered! Happity for one of them, perhaps, his sufferings were soon ended; for, after falling into the water twice, he fell in the third time, and the 'ice just closing after him," McEwau did not rise again. The survivors tolled bravely on for two or three hours, when, worn out, with his frozen clothes clinging to his faint body, his legs, weak and swotten, dispirited and despatting, McGinnes ast down on the ice, and declared he could walk no more. His comrades encourage him, they reason with him, they tell him he must bestir himself or he is lost, but, belpless and powerless, he cannot move, though he knows to sit is to die, and he vainly entreats his comrades to remain beside him. But they must themselves. So they left the child there to dieand we heard bim greeting when we were a long way off." Can the most callons among us read or hink of that child cast out by the "good kind" captain on that ice wilderness, and there sittin; down in unutterable loneliness and dissolution to vent futile cries to the cold, bleak sky, to scan vainly the relentlessly earnty horizon, and to shed the bitterest of tears until frost and death at last kindly wrap him in oblivion of his woes, without feeling a flood of sympathy well up, and without words of paty resistlessiy rising to the lips? The rest of the story we need not repeat; suffice it to say that the survivors were saved by an accident which the "good

kind" captain could not have foreseen. We feel that we are appending an auti-climax and nar-

rating the end of some other and less sail story

when we negtion that the captain received a sentence of only eighteen months, imprison-ment. But then, as they say, he was a "good kind" capia'n, and he was a respected commu-nicant of a respected church. Kerr escaped with four months' imprisonment.

#### AMERICAN SINGERS.

We take the following on American operation

singers from the Pall Mall Gazetter-The ingenious Stendhal was fond of saying and proving, after his own fashion, that Italian opera never could exist at New York. New York is a thoroughly commercial city; the Americans are utilitarians; they have no aristocracy; they have no picture galleries; they have no leisure. Therefore they can have no Italian opera. "New York?" says a character in one of Stendhal's novels who thinks for a moment of exiling himself, "but at New York there is no Italian opera.' Stendhal was 30 fully convinced of the truth of his argument that he never took the trouble to consider, as a meanerman might have done, whether the conclusion he had arrived at was or was not in accordance with actual fact; and he died in the belief that Italian opera was not to be heard in America at all, and that the Americans were essentially an anti-operatio people. Without knowing very much about it, we fancy the Americans care more for dramatic music than the Euglish do. We are assured that at New York opera is played all the year round, or nearly so; and eperation establishments exist not only at New but also at Philadelphia and New Orleans. One thing is quite certain, that America produces vocalists, which England obviously cannot do; though Englishmen and Englishwomen who have fine voices may, of course, go abroad and learn to sing in some country where the Government is foolish enough to encourage schools of art, and frivolous enough to "subvention" opera houses. None of the singers from America who have achieved success in this country, and in other parts of Europe, have been of Anglo-Saxon race; and it is noticeable that they are all light sopranos. If any one likes to argue that the climate of New York is favorable to the development of that fascinating and essentially feminine description of voice, it will suit his purpose to remember the marked improvement which took place in the voice of the lamented Madame Bosio during her residence in the United States. But we imagine the true explanation of the matter to be that foreigners from all parts of Europe go to America, and that the gifted American singers one hears of from time to time are the children, not of Anglo-Americans (it would be more agreeable to us to believe so), but of parents who belong to one of the great musical races of Europe. Mad'lle Patti, who, though not born in America, was educated among Americans, and sang at the beginning of her career to American audiences, is half Italian, half Spanish by descent. Mad'lle Hauck is German by the father's side. We have no ethnological information on the subject of Mad'lie Kellogg; but it is evident from her name that she also is not of pure Angle-American origin.

The last musical importation from America will help materially to keep up the character of the country as a producer of artists, if not of art. Mad'lle Minnie Hauck is so young that it is perfectly safe to say of her that she has yet much to learn. But she has nothing to unlearn; she possesses all the essential qualities of an operatic vocalist, and she is graced with the power of pleasing, which no amount of teaching, no amount of study, can give. No critic, unless absolutely cynical, would, on seeing this graceful young girl ven-turing on such a part as that of "Amina" (which has tried the energies of all the greatest singers of the day), occupy himself in endeavoring to find out her weak points. Speakhowever, from a general recollection Mad'lle Hauck's performance, we can say confidently that all she wants is strength Her voice is not so powerful as it will be a few years hence; but at this moment a sweeter, clearer, purer voice than Mad'lle Hauck'sespecially in the medium-is not to be heard. In the arduous character of "Margherita"

Mad'lle Hauck was even more successful than as "Amina" in La Sonnambula. The bright quality of her voice told admirably in the jewel song, and her performance was marked by much earnestness and by the most engaging naiveté in the sentimental portions ef the garden scene. One could scarcely help fearing the effect of such trying scenes as those of the cathedral, and again of the prison, on such a delicate voice and such a delicate organization generally; but the young, fragile-looking artist rose in each case to the situation, and showed that she could not only be tender and touching, but also eminently

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The Auditor appointed by the Court to audit, settle, and adjust the account and final account of JUSEP 4.
A. CLAY, has and JOHS C. MITCHELL, Req. Assigners of William FRY, J. REESE Fity, and EDWARD P. FRY, and to report distribution of the balance in the hands of the account and will meet the parties instrument, for the purpose of his appointment, on TURSDAY, December 29. A. D. 1898 and eleven (1) officer A. M., at his office, No. 406 WALSUV Street, in the city of Phitadelphis.

WILLIAM D. BAKER.

12 18 19 2: 28 28 28

IN THE ORPHANS COURT FOR THE CITY

IN THE ORPHANS COURT FOR THE CITY

AND COUNTY OF PHILLADELPHIA.

Fishase of ANGLE N. Fishielt, deceased.

The Auditor appointed by the Court to audit, settle, and adjust the account of LAMAR W. Fisher, Executor of the state of ANNIE N. Fisher, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on MONLAY, December 21, 1825, at 3 relock P. M., at his office, No. 2 S. TRIRD Street, in the city of Philadelphis.

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in existence a hold containy are propared to DYE and
CLI ANSE Ladies and Gentiemen's Garmonts and
Piece Greds of every description and fabric in their
usually unsurpassed manner.
SAMUEL MARSH, President,
J. T. Young, Secretary.

DEAFNESS,—EVERY INSTRUMENT THAT accence and skill have invented to maint the hearing in every degree of deafness; also, Respirators; also, Crandall's Patent Orotches, superior to any others in use, at P. MADKIKA'B. So, the STENTH Street, below Chasnut.

PATENTED -PANTS SCOURED AND Franch Steam Dyeing and Scouring, No. 100 E

SHIPPING.

LORILLARD'S STEAMSHIP LINE

FOR NEW YORK.

On and after December 15, the steamers of this line will sall at noon. Preight taken on accommedating terms. One of the Steamers of this Line will leave every Tuesday, Thursday, and Saturday. Goods received at all times on covered plers. All goods forwarded by New York agent free of

charge, except cartage. For further information, apply on the pier to JOHN F. OHL

FOR LIVERPOOL AND QUEENS
TOWN.—Inman Luce of Mail Steamers
at appointed to sail as follows:—
CIAY OF FASIS, Saturday, December 19.
CITY OF LONDON. Saturday, December 20.
CITY OF COME, Tuenday, December 20.
CITY OF BALTIMORE, Saturday and alternate Tuesday,
2. 1 P. Ms. from Pier 6, North Bayer.
RATES OF PASSAGE BY THE MAIL STRAMEN
PAYABLE HE GOLD.
FIR. T CASIN.

SATURDAY FASIAGE BY THE MAIL STRAMEN
PAYABLE HE GOLD.

FIR. T CASIN.

STEAMER WITH TUESDAY STRAMER VIA BALIFAX.
FIRST CASIN.

FAYABLE HE TUESDAY STRAMER VIA BALIFAX.
FIRST CASIN.

FAYABLE HE GOLD.

TAYABLE HE CUPENCY.

FAYABLE HE TUESDAY STRAMER VIA BALIFAX.
FIRST CASIN.

FAYABLE HE TUESDAY STRAMER VIA BALIFAX.
FIRST CASIN.

FAYABLE HE TUESDAY STRAMER VIA BALIFAX.
FIRST CASIN.

FAYABLE HE GOLD.

TOWN.—Inman Luce of Mail Steamers

10 LONDON.

STEERAGE.

FAYABLE HE CUPENCY.

STEERAGE.

TAYABLE HE CUPENCY.

STEERAGE.

TAYABLE HE CUPENCY.

STEERAGE.

Offices, JOHN 6. DALE, Agent, No. 15 BROADWAY, N. Y. Or to DONNELL & FAULE, Agents, No. 411 CHESNUT Street, Philadelphie, NEW EXPRESS LINE TO ALEX. NEW EXPRESS LINE TO ALEX.

D. C., via thesapeake and Deleware thead, with conmotions at Alexandria from the most direct rouse
for Lynchourg, Eristol, Knoxville, Nashville, Dalton
and the southwest.

and the Southwest.

Steedmers leave regularly every Saturday at noon
from the first whart a ove Market street.

Froight received daily. WM. P. OLYDE & OO.,

No. 14 North and South Warres.

J. B. DAVIDSON, Agent at Georgetown.

M. ELDELDGE & Co., Agents at Alexandris, Vir-

NOTICE.—FOR NEW YORK, VIA
ENPRESS STEAMBOAT COMPANY.
The Steam Fropulers of this line leave DAILY
from first wharf below Market street.

Goods Jorwarded by all the lines going out of
York, North, East, and West, free of commission,
Freights received at our usual low rates.

WILLIAM P. ULYDE & CO., Agents,
No. 148. WHARVES, Philadelphia,
JAMES HAND, Agent.
Bo. 119 WALL, Street, corner of Seuth, New York

PHILADELPHIA, RICHMOND
AND NORFOLK STEAMSHIP LINE.
TEROUGH FREIGHT AIR LINE TO THE
EQUTH & NU WEST.
EVERY SATURDAY,
At noon, from FIRST WHAPF shove MARKET
Street. TELOUGH RATES and THROUGH RECEIPTS TEHOUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina, via Seaboard at Line Entirond, connecting at Portsmonth and to Lynchours, Va., Tennessee, and the West, viginia and Tennessee air Line and Ricamond and Danville Railrond,
Freight HANDLED BUT ONCE, and taken as LOW EE RATES THAN ANY OTHER LINE.
The requirity safety, and chespiness of this route.

The regularity safety, and cheapness of this route commend it to the public as the most desirable me-dium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer. ounding insured at lowest rates. Freight received daily, William P. CLYDE & CO. William P. CLYDE & CO. W. P. PORTER, Agent at Richmond and City

Point. T. P. CROWELL & CO., Agents at Norfolk. 612

STEAMBOAT LINES. PHILADELPHIA AND TREN-PHILADELPHIA AND TRENS

ton bleamoust Line.—The steamboast
EDWIN FORREST leaves ARCH Street Wharf, for
Trenton, stepping at Tacony, Torresdale, Beverly,
Burlington, Bristol, Florence, Robbins' Wharf, and
White Hill.
Leaves Arch Street Wharf
Leaves South Trenton.
Baturday, Dec. 18. don't so Saturday Dic. 19. 8 A.M.
anonas, "21, 65, A.M. Monday, "21, 10 A.M.
Tuesday, "22, 7 A.M. Tuesday, "21, 11 A.M.
Wed'day, "24, 8 A.M. Wed'day, "25, 12 M.
Thursday, "24, 83, A.M. Thursday, "24, 123, P.M.
Friday, "28, 9 A.M. Friday, "24, 124, P.M.
Fare to Trenton, 40 cents each way: Intermediate
places, 25 cents.

FOR NEW YORK-SWIFT-SURE 

PROPOSALS.

ARMY TRANSPORTATION.

ARMY TRANSPORTATION.—

FORT LEAVENWORTH, Kansas, Dec. 5, 1853.

SEALED PROPOSALS will be received at this effice until il o'clock A. M., January 20, 1869, for the TRANSPORTATION OF MILITARY SUPPLIES curing the year commencing April 1, 1869, on the following routes:—(Propossis for route No. 3 will also be received by Brevet Lieutenant-Colonel M. I. Luddington, C. Q. M., at Santa Fe, N. M., until the time above mentioned.)

From such points on the Union Pacific Railway, E. D., as may, curing the existence of the contract, he designated by the Chief Quartermaster's Department of the Missouri, to say places that may be designated by the forwarding officer in the State of Kansas and Territory of Colorado south of lastinude 46 degrees north; in such positions of the State of Texas and Indian Territory as he north of the Canadian river and west of longitude 97 degrees; and to Fort Union, New Mexico, or such other depot as may be designated in that Territory, as in north of the Canadian tyer and west of longitude 97 degrees; and to Fort Union, New Mexico, or such other depot as may be designated in that Territory, and any intermediate points on the route to that depot, Budders will state the rate per 100 pounds per 100 miles at which they will transport the stores in each month of the year, beginning april 1, 1869.

Separate bolds, newever, are invited and will be entericined for the transportation to and from the inlowing points, the rate bid to be per 100 pounds for the cuttre GI tance, and not per 100 miles, as in the fore-going case:

FROM FORT HARKER

to Forte Zarah, learned, Dodge, Lyon, Reynolds, Garland, and Union.

PROM FORT HARKER

to Forte Zarah, learned, Dodge, Lyon, Reynolds, Garland, and Union.

FROM FORT HAYS

to Forte Dodge, Lyon, Reynolds, Garland, and Union,

FROM SHEBIDAN OR FORT MAYS

to Forta Lyon, Reynolds, Garland, and Union,

FROM SHEBIDAN OR FORT MAYS

to Forta Lyon, Reynolds, Garland, and Union,

The transportation herein advertized for must be
wholly by wagen.

Information will be given on application to this
office of the distances between the places named
shove, and upon any other points regarding the service herein advertized for.

From Fort Union, or such other depot as may be
citablished in the Territory of New Mexico, to any
note or stations that are or may be e-tablished in
that Territory, and to such peaks or stations as may
be des guated in the Territory of Ariana and the
State of Texas west of lengitude 105 degrees.

The weight to be transported will not exceed on
Reute No. 2, 20,000,000 pounds; on Route No. 3, 10,000,000
pounds.

Edders will state their places of residence, and
exch proposal state be accompanied by a deposit of
\$1000 (10 capt Certified capes, payable to the order Bidders will state their places of residence, and each proposal wind be accompanied by a deposit of \$200 (10 casp. certified energy payable to the order of the undersigned), as a gravantee that in case an award is made to him the bidder will accept it and enter late contract with good and sufficient scentry in accordance with the terms of this advertisament; and sum to be forfsited to the United States in case of failure by the party to whom the contract may be awarded to execute in due form such contract.

Enon bidder munt be present at the opening of the proposal, or be represented by his attories.

The contractors will be required to give books on Route No. 2 in such abcounts as shall be fixed by the undersigned; on House No. 3, fluore.

Satisfactors evidence of the loyalty and solvency of each bidder and person offered as society will be required.

of each bidder and person offered as security will be required.

From only in the indersed "Proposals for Army Transportation on soute No. 2," or "8," as the case may be, and none will be entertained unless they fully comply with the requirements of this advertises ent. tilest ent.

The party to whom an award is made must be prerar d to execute the contract without unnecessary
d lay and to give the required bonds for the faithful
performance of the contract.

The right to reject any and all bids that may be
offered is reserved.

The contractor on each route must be to readiners
for service by the lat day of April, 1869, and must
have a place of budiress or agency at which he may
be communicated with readily, at the starting point
or perots of his route.

Stants forms, showing the conditions of the contract to be entered into for each route, can be had
upon as plication to this office, either personally or
by lest er, and must accompany and be a pair of the
proposels.

Blanks for proposals will be furnished on applione of the chief Curriermanter William Di-

Ri order of the Chief Quartermaster, Military Di-Dept P. M. Gen. U. S. A., C. Q. M., Dep't M.

PODGERS' AND WOSTENHOLM'S PACKET A RNIVES, Pearl and Sing Habdies, of beauting finish. RODGERS' and WADM & BUTCHER'S RAZORS, and the englebrated LECOVITER RAZOR SCIESOIRS of the finest quality.

Assort, Kulves, Schwore, and Table Cullery Ground and Polished, at P. MADEIRA'S, No. 115 B. TENTH treet, below Chesnut.